

No. 5921 號一十二百九千五第 日十三月九年子丙緒光 HONGKONG, WEDNESDAY, NOVEMBER 15TH, 1876. 三拜禮 號五十月一十英 港香 PRICE \$24 PER MONTH.

INFORMATION.

THE MEMBERS of the above Clubs will give a
PERFORMANCE
at the THEATRE ROYAL, CITY HALL, on
FRIDAY, NOVEMBER 17th,
and will be repeated an Original Grand Historical Extravaganza,
entitled
"THE FIELD OF THE CLOTH OF
GOLD."

Tickets may be secured at Messrs. LAY & COY.,
HONGKONG & CO.'s on and after THURSDAY
EVENING 14th, and at the Theatre on the night
of performance.

CHAS. C. COHEN,
Honorary Secretary,
1907, Hongkong, 14th November, 1899.
KOH, SHANGHAI.

"YANGTSE,"

Solomon, Master, will be despatched for the
 Port. To DAY (Wednesday), the 18th
 instant, at 4 P.M.

For Freight or Passage, apply to
 STEPHEN A. CROSSLAND & CO.
 141, Hongkong, 14th November, 1876.

THE STEAMSHIP
 "YESSO"

Captain Panohor, will be despatched for the
 Port on SUNDAY, the 19th instant,
 at daylight.

For Freight or Passage, apply to
 DOUGLAS J. APPEAR & Co.
 1815, Hongkong, 14th November, 1876.

FOR SAIGON.

"PENEDO,"

Instant, for the Above For
or Freight or Passage, appl
SOLV

1816 Hongkong, 15th November, 1876.
CASTLE LINE OF STEAMERS.
"FLEURS CASTLE."
FOR LONDON, via SINGAPORE AND
SUEZ CANAL.
 THIS Steamer, expected here from Foooh
 about 25th instant, has space for a limited
 quantity of Pass.
 For Freight or Passage, apply to
ADAMSON, BELL & Co.
 Agents.
 1817, Hongkong, 15th November, 1876.

THE P. & O. S. N. Co.'s St.

"MALACCA"
will leave for the above place shortly after
arrival of the Steamship *Malwa* with the next
English Mail.
A. MCIVER,
Superintendent
1818 Hongkong, 15th November, 1876.
STEAM TO SHANGHAI
THE P. & O. S. N. Co.'s Steamship
"MALWA"
will leave for the above place about 24 hours
after her arrival with the next English Mail.
A. MCIVER,
Superintendent
1818 Hongkong, 15th November, 1876.

✓ Gun Room Mess of H
must be a European.

Apply to G. ZAKMIT, Gun Bloom Street
 7d 1820 Hongkong, 15th November, 1897

WH have authorized Mr. ALEXANDER
 PALMER McEWEN to SIGN
 FIRM per prouration.

HOLLIDAY, WISE & CO
 7d 1621 Hongkong, 14th November, 1897

NOTICE.

I HEREBY give Notice that I will no
 RESPONSIBLE for any Debt or Li
 contracted by my wife, MARY S. WENZ
 on and after this date.

ANDREW WOLTER

N I L A

Notices to Consignees.
**FROM GLASGOW, LONDON, PENANG
 AND SINGAPORE.**
 The Steamship *Egna* having arrived,
 Consignees of Cargo are hereby notified
 that their Goods are being landed at their
 by the Undersigned into their God-
 whouses, — from the Wharf or Borda de-
 may be obtained.
 Optional Cargo will be sent on to Yokohama
 unless notice to the contrary is given by
 TO-DAY.
 Cargo remaining undelivered after the
 instant will be subject to rent.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
J. ARDINE, MATTHEWSON & CO.
 Agents Steamship *Egna*.

OCEAN STEAMSHIP

CONSIGNEES, per. Company's STEAMSHIP **ANDRESSES** are hereby notified that Cargo is being discharged into Craft, and delivered at the Godowns of the Undersigned, in case it will lie at Consignees risk. The cargo will be ready for delivery from Craft on down on and after the 9th November, 1870. Goods undelivered after the 16th Nov. 1870, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents
84, 1783 Hongkong, 9th November, 1870.

**STEAMSHIP PETRO-
COMPAGNIE DES MESSENGERS
MARITIMES.**

NOTICE

INDUS, from London
with the above Steamer, &

that their Goods are being landed and stored at their risk at the Company's Godowns, and delivery may be obtained immediately landing.

Optional Cargo will be forwarded on information is received from the Consignee before 4 P.M. TO-DAY, requesting it to be here.

Bills of Lading will be countersigned Underwood.

Goods remaining unclaimed after FR the 10th instant, at Noon, will be subject and landing charges.

No FR Insurance has been effected.

1749 Hongkong, 2nd N

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo requested to send in their Bills of Lading to the undersigned for countersignature, take immediate delivery; this Cargo has landed and stored at their risk and expense. No fire insurance has been effected.

H. DU PONT, Agent.

Ex. Paris, 2nd November, 1874.

SE
AS SHIP AND CARGO, 1 case Effects at
No. 100 [unclear] cms.
Hongkong 10th November 1874.

THE CHRONICLE AND DIRECTORY
For 1877.
(With which has been incorporated the
CHINA DIRECTORY.)

THE Publisher requests that those who have not yet returned the printed forms which have been sent to them to fill up, will be good enough to do so without delay. Any persons who have recently arrived, and to whom printed forms have not been sent, are respectfully requested to forward their names and addresses as early as possible for insertion.

Daily Press Office, November 13th, 1876.

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Governor and his Royal Highness the Duke of Edinburgh.
WHOLESALE AND RETAIL DRUGGISTS.
PATENT MEDICINE VENDORS.
4, DUNSTON STREET, SINGAPORE.
And
—ABRATED WATER MAKERS.
SHIPS MEDICINE CHESTS REFINISHED.
PASSENGER SUITS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON AND CO., or 827, HONGKONG DISPENSARY.

The Daily Press.

HONGKONG, NOVEMBER 13th, 1876.

We can most cordially join with the meeting held in the City Hall on Monday in deploring that the extradition clause of the Ashburton Treaty has been rendered temporarily inoperative, and have, indeed, already expressed our regret on this head. The charges brought against the captain and officers of the American barque *O. O. Whitmore* are so serious and so shocking that it is universally felt the ends of justice will not be satisfied until these men are surrendered to take their trial. This sentiment was most emphatically endorsed at the meeting, which most efficiently represented the public feeling of the Colony on the subject. It was thought by many that the probable escape of these men from all further proceedings would be a scandal to society. It was considered that the interests of sailors and the credit of civilized mariners demanded that Captain Pearson and his mates should be handed over to the American Authorities. This, under present conditions, is impossible. The Colonial Government has no power to surrender them, or it would willingly do so. Are they, then, to go forth free and untrammelled? Public opinion cries vehemently, no. It was to give utterance to this opinion that the meeting on Monday was convened. The gathering was, for this Colony, a very large, and, in every sense, a representative one. Composed of many nationalities, it had but a single voice. The resolutions were all arrived at unanimously; not a single dissenting hand was upraised against one of them.

The practical result of the meeting is a memorial to His Excellency the Governor, suggesting that he should without delay communicate to the Home Government, "requesting its sanction, not in accordance with any law or treaty, but simply as an act of justice, for the handing over to the American Naval or other authorities, either here or elsewhere," Thomas Pearson, late master, JOHN HENRY SNOW, late chief mate, and CHARLES STANFORD, late second mate of the *O. O. Whitmore*. This is certainly not an unreasonable request. It is made purely in the interests of justice, and it accords to an act of international courtesy. As Dr. Denham pointed out, such a resolution is not without precedent. We have a good one, and it comes from the Great Republic. In the year 1834 a Spaniard, named Colonel Aguirre, was charged with having kidnapped some 120 persons, though he was at the time acting as agent for the Spanish Government for the suppression of slavery. The offence was committed within the jurisdiction of the United States, and the Spanish Government asked for the rendition of this man. Spain had no extradition treaty with the United States, and could only make the request on the same grounds that the residents in this Colony now ask the British Government for the rendition of the master and officers of the *O. O. Whitmore* to the American Authorities. Mr. Steward, the great American statesman, rightly arguing that "a nation is never bound to furnish an asylum to dangerous criminals who are offenders against the human race," on the part of the Washington Government gave up Aguirre to be dealt with by the tribunals of his country. That act of courtesy has recently been reciprocated by the Spanish Government. The notorious Tassin, who left his country for his own good, and proceeded first to Cuba, sailing from thence for Yaguajay, in Spain, was, at the request of the American Government, arrested on his arrival at Yaguajay, by the Spanish Authorities, and handed over to the representative of the United States. It will be seen, therefore, that the extradition of Aguirre led to the apprehension of Ross Tassin.

It is, of course, impossible to predict what the Home Government will say to the request which Her Majesty's loyal subjects here have begged Sir Arthur Kennedy to forward. The difference between the British and American Governments will no doubt be settled shortly, and the extradition clause of the treaty be in force again, and it is sincerely to be hoped that the case of the *O. O. Whitmore* will hasten this desirable event. Meanwhile, however, the territory of either nation becomes a refuge for persons accused of various crimes. It is, with the British Government to say whether it will adopt the initiative in a policy which will not only show good and friendly feeling, but will serve to extinguish in the breasts of criminals all hope of obtaining shelter from the laws they have offended against. There ought to be no difficulty in the matter, and we trust there will be none started. Between England and

America acts of courtesy should be more freely and readily interchanged than between any other nations. In this case, the request comes from a British Colony, in which a most painful inquiry has been conducted, leading to a spontaneous and decided expression of opinion which should not be lightly disregarded. The British Government is always ready to welcome those refugees whose political or religious opinions have been the cause of their exile, and to such it ever offers a secure asylum. But to men who merely flee from the consequences of their crimes or high misdemeanours, it never desires to give either shelter or countenance. It is to be hoped that it will in this instance give a prompt and ready acquiescence to the memorial of the inhabitants of Hongkong, and that justice will yet be done by the conduct of the master and officers of the *O. O. Whitmore* towards the crew being investigated in a court of law.

The Legislative Council will meet to-morrow at half-past two o'clock p.m.

H.M.S. *Narcissus* was safely docked in the Hope Dock, at Aberdeen, yesterday evening.

The P. & O. steamer *Alfred*, with the next outward English mail, left Singapore on Monday morning.

The usual fortnightly entertainment was given in the Temperance Hall on Monday evening, when a very enjoyable evening was spent by all present.

We are informed by the agents (Messrs. Jardine, Matheson & Co.) that the steamer *Glenn*, of the P. & O. line, is expected on Saturday, the 12th instant, at daylight.

The *Chung Yip* San, P. & O. has received intelligence that the Chinese Government has made the following appointments:—Chun-lan-pai to be Chinese Minister at Washington; Young Wing, who was formerly a student in Yale College, to be Chinese Minister at San Francisco; and Chai-chai, who was formerly a student in Yale College, to be Chinese Minister at San Francisco.

SUPREME COURT.

November 14th.

SUNDAY JOURNAL.

BEFORE THE CHIEF JUSTICE SIR J. SMITH AND A JURY.

DAMAGES FOR COLLISION.

LABOURING SUE FOR DAMAGES FOR COLLISION. (Continued from page 1.)

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| Line | Companies. | Destinations. |
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| MIAO AU. | | |
| Left on 11th November, 1876. | | |
| 370 | F. d'Almeida | |
| 444 | H. C. & B. Stenbom & Co. | |
| Between Canton and Miao AU. | | |
| JAWATOW. | | |
| Left on 24th November, 1876. | | |
| 361 | Ed. Vincent & Co | |
| 374 | Dirks & Co | |
| 380 | Dirks & Co | Singapore |
| 374 | Dirks & Co | |
| 328 | Ed. Vincent & Co | |
| 369 | Dirks & Co | |
| 336 | Ed. Vincent & Co | Bangkok |
| 368 | Dirks & Co | |
| 285 | Mason | |
| 368 | Burkall & Co | |

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| 147 | Dicks & Co | |
| 148 | Dicks & Co | |
| 149 | E. Vincent & Co | Faintoo |
| 150 | Dicks & Co | Brighton |
| 151 | Dicks & Co | |
| 152 | Dicks & Co | |
| 153 | Dicks & Co | |
| 154 | E. Heston | |
| 155 | Dicks & Co | |
| 156 | E. Vincent & Co | |
| 157 | Chinsee | |
| 158 | Dicks & Co | |
| AMOV. | | |
| Report on 4th November, 1879. | | |
| 159 | H. A. Petersen & Co | |
| 160 | R. Elve & Co | Saigon |
| 161 | A. A. Pook & Co | Singapore |
| 162 | Brown & Co | |
| 163 | Capitain | |
| 164 | H. A. Petersen & Co | New York |
| 165 | Fanning & Co | Takao |
| 166 | H. A. Petersen & Co | Java |
| 167 | Order | Shanghai |
| 168 | Order | |
| 169 | H. A. Petersen & Co | |
| 170 | H. A. Petersen & Co | |
| 171 | Order | |
| FOOCHOW. | | |
| Report on 7th November, 1879. | | |
| 172 | Chinsee | |
| 173 | Oyphunt & Co | Chetoo |
| 174 | Adamson, Bell & Co | Duocho |
| 175 | Chinsee | Meiboon |
| 176 | Adamson, Bell & Co | |
| SHANGHAI. | | |
| Report on 10th November, 1879. | | |
| Of the numerous steamers, tug-boats, and receiving hulks employed here are not included in this | | |

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|---------------------------------|------------------------|--------------|
| 981 | Morris, Lewis & Co | |
| 769 | Gilman & Co | |
| 920 | Chinsee | |
| 920 | Gibb, Livingston & Co | London |
| 589 | Muscat | |
| 667 | Whelock & Co | |
| 449 | Adams, Bell & Co | |
| 478 | Jardine, Matheson & Co | |
| 171 | Carter & Co | |
| 416 | Morris, Lewis & Co | |
| 584 | Turner & Co | |
| 440 | Harrod & Co | |
| 491 | J. Bryner | |
| 474 | Eraser & Co | |
| 228 | Caplain | |
| 962 | Samson, Bell & Co | |
| | Fraser & Co | |
| NEWBOWANG. | | |
| Port on 28th September, 1876. | | |
| 435 | Order | |
| 231 | Order | |
| YOKOHAMA. | | |
| Port on 31st October, 1876. | | |
| 690 | Cornet & Co | |
| 340 | Stanton, Evans & Co | |
| 593 | Caplain | |
| 189 | C. F. Fraser & Co | |
| | Walsh, Hall & Co | |
| | F. & O. Co | |
| | Caplain | |
| | M. H. Mannan & Co | |
| | P. & O. Co | |
| | E. O. Kirby & Co | |
| | 100 | |
| | Caplain | |
| MANILA. | | |
| Port on 4th November, 1876. | | |
| 1255 | M. Dyce & Co | |
| 1806 | Perle, Hubbard & Co | New York |
| 290 | Smith, Banks & Co | |
| 265 | Perle, Hubbard & Co | |
| | Chr. Gernsman | |
| 400 | J. M. Lugo | |
| 135 | Perle, Hubbard & Co | S. Francisco |
| 404 | Smith, Bell & Co | Liverpool |
| 325 | Perle, Hubbard & Co | U. States |
| 477 | Ker & Co | |
| 874 | Frug & Matheson | |
| | Ker & Co | |
| 371 | Alderson & Co | |
| 530 | O. Lutz & Co | |
| 1038 | Lechardt & Co | |
| 1165 | Perle, Hubbard & Co | |
| 1005 | Bormann & Co | |
| 441 | F. Hays & Co | |
| 479 | F. Hays & Co | London |
| San Francisco Street, Hongkong. | | |